

REQUEST FOR QUALIFICATIONS



UTAH DEPARTMENT OF TRANSPORTATION

I-15 CORE Project

Project No. MP-I15-6(178)245

APPENDIX A: PROJECT DESCRIPTION, DESIGN-BUILDER RESPONSIBILITIES, AND PROJECT STATUS

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1.0 PROJECT DESCRIPTION

In August 2008, an environmental impact statement (EIS) was completed for the reconstruction of I-15 through Utah County. The EIS documented a master plan for rebuilding a 43-mile section of I-15 from Payson to 12300 South in Salt Lake County. Funding is not currently available to construct the full 43 miles of I-15 as outlined in the EIS. The State of Utah has created a financial plan that will allow the Utah Department of Transportation (UDOT) to rebuild a portion of the corridor from American Fork to Provo, identified as I-15 CORE.

UDOT has established a list of goals for the project. The goals are:

- Deliver I-15 CORE within the budget
- Provide the highest value for the budget
- Minimize inconvenience to the public
- Complete I-15 CORE by 2014
- Uphold the public trust

Based on these goals, the I-15 CORE team has created a set of values that will ensure the best possible solution for implementing the improvements approved in the EIS. In the following sections, each of these values is explained as it relates to the corresponding goals.

1.1 I-15 CORE VALUES

1.1.1 Deliver I-15 CORE within the Budget

UDOT has elected to procure a design-build team to design and construct the best project possible within the \$1.725 billion program budget that was established during the 2009 legislative session. This will be accomplished through a fixed-price, best-design procurement approach. This approach gives the contractor a fixed price and encourages them to propose innovative and creative solutions for achieving the goals of the project.

1.1.2 Provide the Highest Value for the Budget

A. Scope

UDOT values implementing as many improvements as possible to the I-15 corridor starting at the American Fork Main Street interchange and moving south to the Provo Center Street interchange. These improvements will provide the infrastructure consistent with the EIS.

If a design-build team is able to extend the proposed project beyond the Provo Center Street interchange, UDOT values creative, innovative solutions that address mainline congestion, ramp queuing, and aging infrastructure within the corridor. These solutions may be of lesser scope than the ultimate configurations defined in the EIS. UDOT believes that lengthening the project to extend as far as Spanish Fork Main Street may provide more value to the public than initially completing a shorter area to the full EIS scope. It is important, however, to maintain the future ability to further expand the freeway with limited re-work to meet the cross-section as defined in the EIS. To this end, UDOT expects to purchase all right-of-way necessary to build

the full EIS cross-section between American Fork Main Street and Provo Center Street as part of I-15 CORE.

Accepted improvements will focus on relieving present and future mainline I-15 congestion and on improving the movement of traffic through interchanges. The concepts proposed by the design-build teams must have logical starting and ending points that allow traffic to transition as smoothly as possible from new to existing lane configurations.

B. Pavement and Bridges

UDOT values pavements and bridges that meet high quality and durability standards that will minimize maintenance needs throughout their respective design lives. UDOT prefers concrete pavement in high traffic volume areas and all areas of mainline freeway reconstruction. The project will encourage the use of existing pavement and fill materials within the corridor by reusing those materials in the newly reconstructed roadway. In areas where the freeway is reconstructed to the full EIS configuration, UDOT values that structurally deficient bridges and walls, drainage pipe, and other elements will be replaced rather than repaired. This will assure the appropriate design life for the project is achieved and will minimize the need for future traffic disruptions due to routine maintenance.

1.1.3 Minimize Inconvenience to the Public

Utah County has very few parallel routes to I-15 that can accommodate traffic during construction. UDOT considers the movement of traffic through the I-15 corridor and through the regional network to be very important during all phases of work. UDOT values minimizing the number and duration of full and partial roadway closures. Closures and restrictions will be evaluated by traffic modeling and safety considerations. Restrictions or closures at interchanges will be minimized with work completed as quickly as practical. UDOT values maintaining access to businesses and residences.

1.1.4 Complete I-15 CORE by 2014

UDOT requires a completion date for I-15 CORE no later than fall of 2014. UDOT values innovative construction and MOT strategies that balance early project completion with regional mobility. UDOT also values the early completion of portions of the project if they provide benefit to the traveling public.

1.1.5 Uphold the Public Trust

UDOT values providing the public with timely, responsive and accurate information so the public can better cope with construction. UDOT desires a strong, collaborative partnership with local communities and following through on public commitments.

1.2 DESIGN AND CONSTRUCTION REQUIREMENTS

1.2.1 Design

The Project shall be designed to current UDOT and AASHTO standards. The Design-Builder will have as much flexibility in the design of the Project as applicable standards and environmental requirements allow.

1.2.2 Regulatory Requirements.

A record of decision (ROD) has been received for the environmental impact statement authorizing development of this project. An environmental reevaluation will be completed and approved before August 2009. A 404 permit associated with this project has also been received. The design and construction shall conform to the requirements established in the environmental documentation, 404 Permit, and all other applicable regulatory requirements. The Design-Builder will acquire any other necessary permits.

1.2.3 Construction.

It is anticipated that the Project will be constructed within the acquired highway right-of-way. The Project must be constructed so as to maintain reasonable regional traffic level of service and access to businesses and residences throughout the construction process. UDOT 2008 Standard Specifications, as amended, will apply.

2.0 DESIGN-BUILDER RESPONSIBILITIES

The successful Design-Builder will be responsible for furnishing all labor, material, plant, equipment, services, and support facilities for the following project elements. (This list is not all-inclusive.)

- A. Design and construction of all Project components;
- B. Management of the project, design, and construction;
- C. Project-related public involvement activities;
- D. Coordination with Project stakeholders, other contractors, and utility owners;
- E. Design and Construction Quality Control;
- F. Design and Construction Quality Assurance;
- G. Environmental mitigation and compliance monitoring;
- H. Certain Environmental permitting;
- I. Additional environmental investigations, monitoring, and investigation associated with or resulting from Design-Builder's activities;
- J. Maintenance and protection of traffic and (both temporary and permanent access) to properties;
- K. Project safety and security;
- L. Preliminary engineering, such as surveys and geotechnical investigations, not provided by the Department;
- M. Remediation of harmful and hazardous materials (design and construction);
- N. Drainage and erosion control;
- O. Construction waste disposal and handling;
- P. Required clearances, licenses, construction easements, and permits for Design-Builder Work, Work sites, storage areas, etc., both on and off site;

- Q. Ancillary works, such as temporary fencing, relocation of drainage, Work sites, and temporary works;
- R. Material location, acquisition, permits, and transportation;
- S. Utilities coordination and (when required) relocation, and protection of existing utilities;
- T. Site clearance; and
- U. Maintenance of the Project, excluding snow removal, within the project Work area during the Contract period.

3.0 PROJECT STATUS

The status of the Work being completed for the Project is summarized as follows:

- A. **As-built Plans:** As-built plans for the existing highway facility are available for review by the Proposers. Copies will be provided to Proposers on the Short-List.
- B. **Environmental:** An environmental reevaluation will be completed and approved before August 2009.
- C. **Right of Way:** It is anticipated that ROW will be available to the Design-Builder by April 2010.
- D. **Survey:** Topographic surveys will be provided in electronic format in the RFP. Additional miscellaneous survey information will also be provided in the RFP.
- E. **Utilities:** A Subsurface Utilities Engineering (SUE) analysis is being performed for major utilities in the project corridor area. The RFP will include copies of master utility agreements that establish constraints and responsibilities for impacted utilities.
- F. **Geotechnical:** Geotechnical information is available for review by the Proposers. Copies will be provided to Proposers on the Short-List.
- G. **Preliminary Engineering:** The Department will provide the preliminary engineering documents in the RFP.